



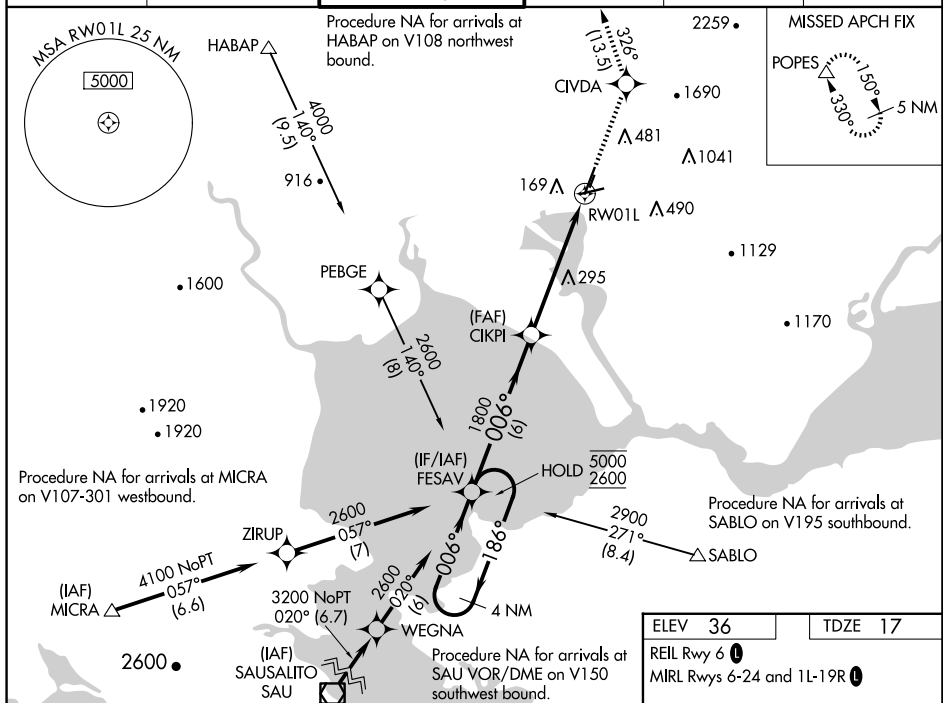


WAAS CH 56613 W01A	APP CRS 006°	Rwy Idg 5930 TDZE 17 Apt Elev 36
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RNAV (GPS) Y RWY 1L
NAPA COUNTY (APC)

RNP APCH.		 	MISSED APPROACH: Climb to 5000 direct CIVDA and on track 326° to POPES and hold, continue climb- in-hold to 5000.	
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or  above 54°C. Circling Cats A/B/C NA northeast or Rwy's 19R and 24. Circling Cat D NA east of Rwy 19L-1R. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cats C/D. Circling Rwy 6 NA at night.				
ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 127.85
				UNICOM 122.95



The diagram illustrates the FESAV instrument approach procedure. It begins at a holding pattern (4 NM) with a heading of 186° and an altitude of 5000 feet. The procedure continues straight ahead (006°) until reaching the 1800-foot altitude. At this point, the aircraft turns right onto the RWY01L runway. Key distances include 6 NM from the start of the descent to the 1800-foot fix, 1.8 NM from the 1800-foot fix to the final approach fix, and 3.7 NM from the final approach fix to the runway threshold. The procedure includes a GP 3.00° TCH 50 glide path. A note indicates that the 3.7 NM distance to RWY01L is for LNAV only.

